

ADVISORY BOARD TO DISCUSS LEGISLATION

District Motor Club's Committee to Take Up Traffic Regulations and Two Pending Bills.

By WILLIAM ULLMAN, Secretary American Automobile Association.

The first meeting of the new advisory board of the District Motor Club has been called for this afternoon and the first subject to have its attention will be local traffic regulations. Consideration of traffic laws will be followed by a discussion of the bill introduced in the House by Congressman Page of North Carolina, providing for an annual horsepower tax upon District-owned motor cars, and the bill of Congressman Miller of Delaware relative to speed limits. This information was given out at A. A. headquarters in the Riggs building, yesterday.

The naming of Judge Martin as president of the advisory board seems to have met with popular approval, as did the selection of the other members of the board, all of whom are ardent motorists, men of high standing in the National Capital and eminently fitted to represent the great organized body of Washington motorists.

Throughout the past week President John A. Wilson, of the American Automobile Association, who named the board, was deluged with letters of congratulations upon his choice of men for places on the committee.

Increase in Membership.
The sterling personnel of the board, together with the arrival of the motor touring season, were largely responsible for the increased activity apparent at automobile club headquarters during the past week. The week just ended saw the addition of more new members to the club than in any previous similar period since the launching of the organization. Twenty-six new members were added, as follows:

Koscoe C. Bruce, George M. Meredith, J. R. Simpson, Jr.; John H. Cowler, Major R. H. Van Daman, U. S. A.; E. B. Thompson, Dr. J. M. Flint, John Dolph, C. O. Hall, Soterios Nektarios, Dr. S. Woodward, Mrs. Joseph E. Thropp, F. S. Durston, H. C. Train, James S. Harlan, A. W. Blitting, Gen. Charles L. Fitzhugh, John V. Hansen, W. M. Pratt, R. E. Marshall, M. J. Lawrence, R. I. Kennedy, Oscar A. Knipe, Mrs. Henry W. Fitch, and Lieut. M. L. Hersey, U. S. N.

The diversity of professional callings represented by the men composing the club's advisory committee is worthy of more than passing notice. The men, their vocations, and avocations are:

Personnel of Committee.
Judge Martin A. Knapp, president of the board, member of the United States Circuit Court, and chairman of the United States Board of Mediation and Conciliation.
Gilbert H. Grosvenor, director of the National Geographic Society and editor of the National Geographic Magazine.
J. Harry Cunningham, president of the Latham Engraving Company, known to thousands of Washingtonians as secretary of the Gridiron Club, and secretary of the Washington Board of Trade.
Rev. John Van Schalk, Jr., pastor of the Church of Our Father.
Fred S. Hardisty, consulting engineer.
Joseph M. Stoddard, head of the Cook & Stoddard Company, and president of the local automobile dealers' association.
John Oliver LaForee, associate editor of the National Geographic Magazine.
Dr. C. Hart Merriam, consulting biologist, Department of Agriculture, and Washington's most widely traveled motorist.
A. G. Batchelder, chairman of the executive board of the American Automobile Association.
William Ullman, editor of the American Motorist.

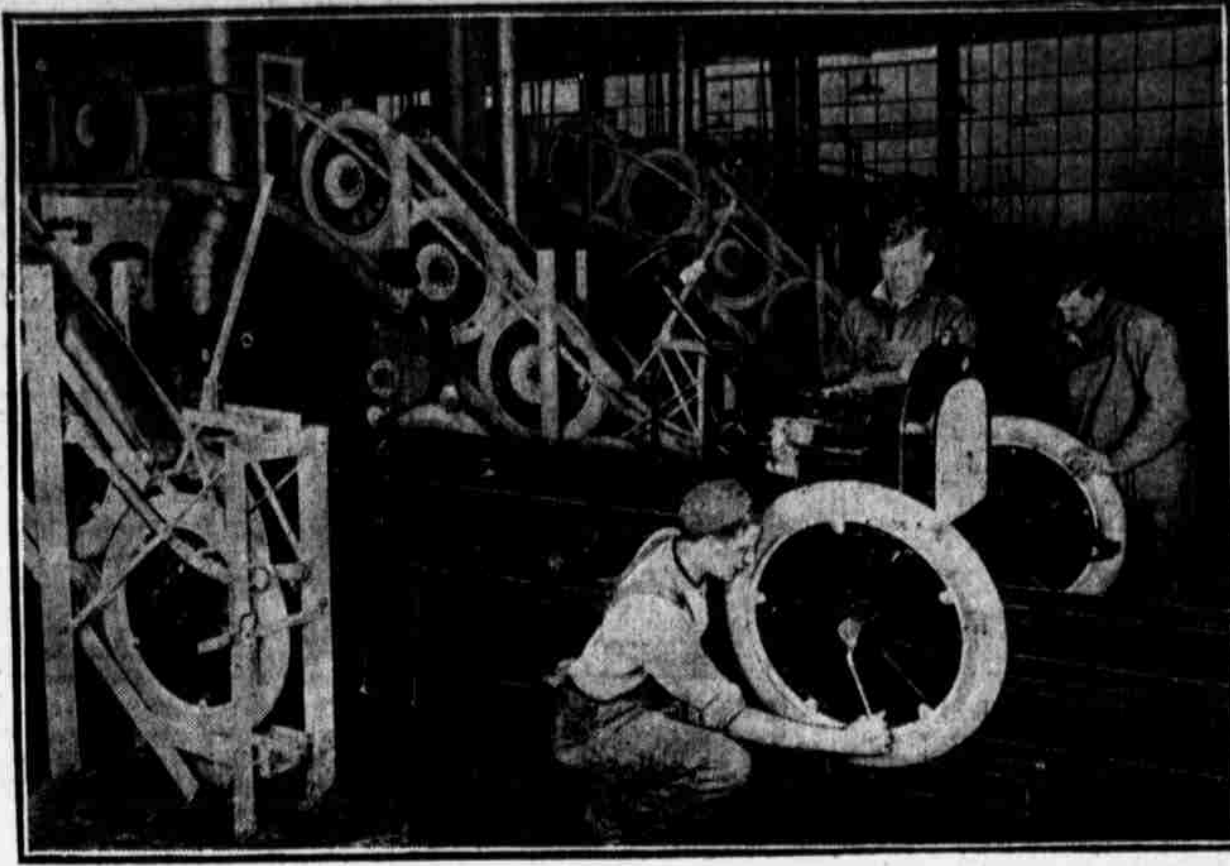
Battles in Air To Be Staged At Sheepshead

NEW YORK, May 6.—An airplane thriller will be staged at the Sheepshead Bay speedway today when Aviator Thompson, who "bombed" New York and Washington from the air, will drop bombs on the silhouette of a battle cruiser, will chase an armed auto equipped with a rapid fire gun, and after his loop-the-loop, corker screw slide, and upside down tight will impersonate a wounded aviator, taking both hands and feet from the controls and tumbling to within 200 feet of the ground.

He will also face four miles with Dario Resta in his Peugeot car, keeping after his loop-the-loop, corker screw slide.

In addition there will be a fight between two aeroplanes, each carrying observers with machine guns. Henry Woodhouse, of the Aero Club, planned the educational exhibition.

VIEW IN HUGE OVERLAND FACTORY



A glimpse of the Chassis Assembly conveyers showing how units are delivered to the very spot where needed. In this case it is the wheels.

GILL MAKES RECORD IN LOADING OF CARS

Saxon Manager Gets Fifty-four Autos Aboard Train in 1 Hour and 45 Minutes.

If it takes a day to load seventeen cars of automobiles, how long does it take R. O. Gill to load the same number?

R. O. Gill is factory manager of the Saxon Motor Car Company, and he devised the plan that resulted in loading fifty-four Saxon motor cars onto seventeen flat cars and gondolas in less than two hours. This was done Saturday, when the first section of a train of 172 Saxons was shipped to Atlanta, Ga.

Gill last week fixed up tarpaulin covers for automobiles that were water-proof, and then started to ship them on flat cars and gondolas. That was a big help to the congested traffic conditions that were threatening to hold up Saxon orders. Still there was always the long time needed for loading the cars to be reckoned, and when it came to rush orders, there wasn't sufficient place in load cars simultaneously in large numbers.

Somewhere Gill had seen a picture of artillery being loaded onto flat cars by a runway up the end, and this gave him the big idea for Saxon shipments. He first gathered a train of seventeen flat cars and gondolas on a Saxon siding. Then he took out the ends of the gondolas and bridged over the gap between the cars. Next he built a runway from the ground up to the floor of the flat car and then he trotted out fifty-four Saxons.

Each automobile had gasoline enough in its tank to run. With a corps of men for blocking the motor cars in place on the train and enough drivers to keep a steady stream of automobiles in motion, Gill gave the go-ahead signal.

Car No. 1 was driven on its own power up the runway to the rear flat car and then driven along the length of the train to the front of the front car. It was followed by car No. 2 and so on until the entire train was filled up.

Meanwhile the cars already out were blocked in place, drained, and covered. It took just an hour and forty-five minutes for the operation.

The rest of the load for Georgia left during the week, in other sections. After finding a quick loading plan, Gill had to scour the Detroit freight yards for enough freight cars to complete the order.

Establish Night Service For Patrons' Convenience

The Jones-Kessler Tire Company, following many inquiries from local motorists, have arranged to establish a night service by which tire repair, vulcanizing, and purchase of tires may be made convenient for those car owners who do not find time to attend to such matters during the day.

Both E and Fourteenth street stores will be kept open until 9 p. m. beginning today and extending throughout the summer, and a force of repair men "hurry-up" men will be on hand at each branch until that hour every day.

GRANT SIX CLIMBS BIG HILL WITH EASE

W. J. MacLean Takes Passenger Up Tilden Street Ascent.

With one passenger in the car, a Grant Six touring car driven by W. J. MacLean, manager of the local Grant branch, negotiated Tilden street hill, the tortuous climb from Pierce Mill, in Rock Creek, to Connecticut avenue, on Wednesday of this week.

Most notable perhaps is the fact that thirty-five feet from the foot of the Grant's speedometer showed a speed of fifteen miles an hour, which it maintained on the entire test, not losing speed even while making the first hook turn, 20 feet from the bottom. Nearer the top the car gained speed until it showed more than twenty miles an hour at the summit.

Car Takes 56-Foot Drop; Damage Is Only \$200

Like men, some automobiles can stand a tall amount of real punishment, and in exemplification of this fact comes a story from Spokane, Wash., of the remarkable way in which a 1916 Jeffrey Four emerged from a fifty-six foot plunge from the top of a bridge over that city. Instead of being reduced to splinters the car was found to be only \$200 worth the worse for the drop.

The accident was the culmination of a joy ride. All of the car's eight occupants were badly injured, one probably fatally. At the time it ran through the railing of the bridge the car's approximate speed was sixty miles an hour. It tore away fully thirty feet of the bridge guard-rail as it veered from the roadway.

As the machine hurtled into space, tossing the joyriders up like so many helpless marionettes, it described a complete loop-the-loop, and landed squarely on one side fifty feet below the bridge.

Strangely, however, not a spring was broken, while all the spokes in the wheels except one remained intact. Even the body, though considerably battered, was not so far gone that it could not be straightened afterward.

Iowa Society to Meet.

The Iowa Society of Washington will meet tonight at 8 o'clock in the New Ebbitt. A program of special interest to former Iowans will be given under the direction of President L. B. Howan and Secretary Edward L. Newby.

Establish Night Service For Patrons' Convenience

The Jones-Kessler Tire Company, following many inquiries from local motorists, have arranged to establish a night service by which tire repair, vulcanizing, and purchase of tires may be made convenient for those car owners who do not find time to attend to such matters during the day.

Both E and Fourteenth street stores will be kept open until 9 p. m. beginning today and extending throughout the summer, and a force of repair men "hurry-up" men will be on hand at each branch until that hour every day.

Announcement!

We desire to announce that we have been appointed distributors in this city and adjacent territory for the

Motor Car.

The refined "Light Six" is in two models and three body styles. Model 36 in a three-passenger roadster and a five-passenger touring car is \$1,485. Model 37, seven-passenger touring car, is \$1,585.

Just a word about service. When you buy a HAYNES car from us you buy service with it. When we say service, we mean everything that the word implies. In selecting a car you should consider the firm and service to be rendered, which is equally important.

Haynes Motor Company

Headquarters
GISH GARAGE, 17th and U Sts. N. W.
Phone North 4484

SERIES A—No. 109.

Three is not a crowd when you have a Pullman Clover Leaf Roadster. The extra friend goes along. You all have the satisfaction that comes from plenty of leg room, comfortable seats and a car that has a style and dignity all its own. The smooth, silent purr of the powerful motor causes contentment. No roads are an obstacle to the Pullman car. Cantilever springs insure flexibility and easy riding.

Two, Three and Five Passenger Models SPECIFICATIONS: 14-inch wheel base, 32 H. P. four-cylinder motor, Batavia non-slip tires, all four wheels, cantilever rear springs, independent electric starting and lighting system, separate high tension magneto, horseshoe radiator, one-man top, full seating rear axle.

Arrange a Demonstration Now. Prompt Deliveries.

W. P. BARNHART & CO., 1707 14th St. N. W. North 1795

The Pullman Motor Car Co. YORK, PA.

CALLS MOTOR TRUCK MODERN NECESSITY

M. A. Bayles Declares the Public Appreciates Value of Vehicle and Expects Its Use.

Speaking on the subject of commercial trucks, M. A. Bayles, of the Ford Automobile Company, said recently:

"History shows that the commercial world has bitterly fought itself; that it has not progressed as it should; that it has tenuousness clung to antiquated methods—and it is still doing so these things.

"When the Erie canal was finished to haul freight across the State of New York it found violent opposition from those using horses on the ground that it would take away a means of earning; railroads were under the same ban; the trolley, the most advanced stage of travel, barring the motor car, was looked upon as an enemy.

"Yet it was found that each made immeasurable progress for all lines of trade. To overlook anything modern would mean to haul local freight by oxen, through freight by horses.

"If all that can be claimed for the horse still holds good, why use railroads and trolleys—why not go back to the horse for all purposes of haulage?

"There is today no more reason for trying any commodity, on long or short hauls, by means of the slow-going horse than for using the slow-going ox—time of man and any thing that costs money, which represents an investment, is too precious now to stay in the antiquated class.

Farmers Using Motors.
"With the drain upon the horse and mule market through the European war and restricted breeding, draft animals have become too much of a luxury for the average merchant—they do too little work for the investment and time required in handling them—they cannot possibly work against the motor car or motor truck from any angle. That merchant who clings to that form of delivery, whether local or more extended, is blind to his own interests; he is inviting terrible competition from which he may never recover; in the language of the street, he is 'kidding himself'.

"Today the public mind, as never before, has come to realize the value of the motor truck, of its capabilities to get anywhere in record time, to be the means of permitting real mercantile service such as satisfied customers demand—the public appreciates the truck and expects its use by modern merchants; and modern merchants are using trucks in business, for all purposes.

"And, strangest of all, the first merchants, the farmers, though not as classed and not supposed to be quite as progressive as other merchants, to-day appreciate and use the motor-driven vehicle to a greater extent than do ordinary mercantile men.

"The possibilities in the motor truck field are so great as to be immeasurable; perhaps they are even beyond those that may be found in the pleasure car field, for business must be continued—by modern means, but not by antiquated methods."

The estimated production for 1916 of

one concern—a Chicago house, the Smith Form-a-Truck Company—is \$6,000.

"How many business concerns there are in this country may never be known, despite census figures; the number is immense. Yet there are comparatively few using motor trucks, but enough to show the way the wind blows and to illustrate what others must do to keep in the procession of successful merchandising.

"A carefully compiled table shows that in the entire United States motor trucks are used in the various industries as follows: Storage warehouses and express companies, 15,000; breweries, 1,341; creameries and dairies, 9,804; farmers, 56,151; cement and concrete contractors and lumber dealers, 49,900; publishers, printers, and binders, 27,608; retail stores of over \$5,000, boots and shoes, dry goods, hardware, furniture, groceries, 64,705; undertakers, 17,508; hotels, 11,303; a grand total of 257,412 commercial cars in service, according to registration reports.

"With 128,000 to be added for 1916—an increase of a little over 50 per cent—there will be less than a year hence, nearly a half million in use. At the same rate of increase five years more will see over 3,500,000 commercial vehicles of all sizes and kinds in service in the commercial world, not counting thousands of small cars purely of the pleasure type, but used for business purposes alone.

"By these figures can the greatness of the motor-driven vehicle in the commercial world be appreciated?

"What opportunities for the truck maker and the business man!"



Phone In Call West 213

We're not wishing you any ill luck—far be it from such. But—accidents will happen—especially to good drivers. And then you want us and our little ambulance in a hurry. Remember the number—call it and we're on the way. Any other day drop in and look us over—some little plant and some busy workers. All the talk matter goes into the ads.

"Serve your car well and it will carry you."

"Twenty-four Hour Service."

POTOMAC GARAGE, 3287-B M Street N. W.



TO RIDE IN THE CADILLAC IS TO REVISE YOUR IDEAS OF WHAT CONSTITUTES LUXURIOUS MOTORING.

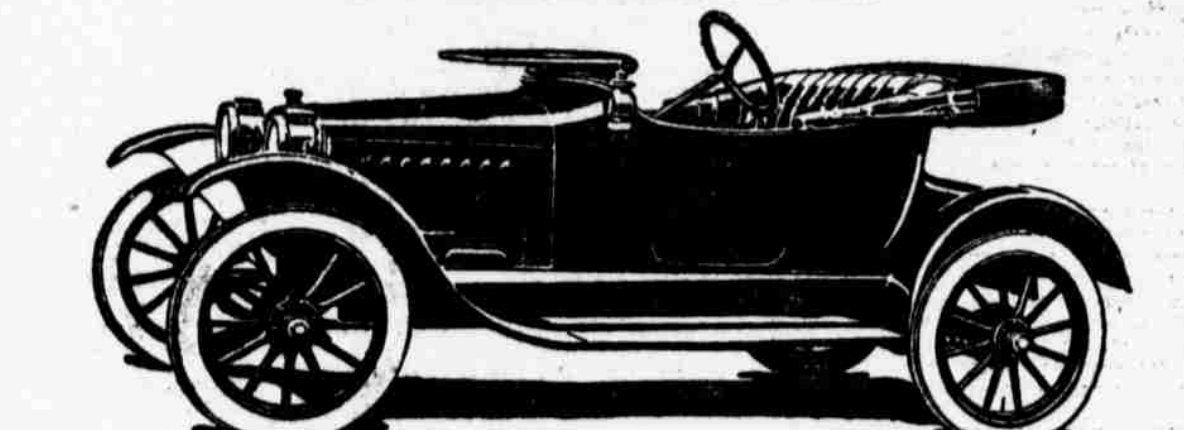
Immediate deliveries may be had on roadsters, five and seven passenger touring cars.

Free Monthly Inspection for One Year is a part of Cadillac Service.

The Cook & Stoddard Co. 1138-1140 Conn. Avenue Telephone North 7810

SAXON ROADSTER \$395

Costs less to own than horse and buggy Can be maintained on street car fares



Now this car rules the roadster field

This is the verdict of those who weigh motor car values with unprejudiced eye. In feature after feature it clearly outpoints all others in its price class. Every detail proves its quality.

Here are 7 winning attractions

3-speed sliding-gear transmission—used on all high-priced automobiles.

Modern high-speed motor—provides flexibility, quietness, and power to go anywhere.

Honeycomb radiator—assures perfect cooling; finest type of radiator made.

Timken axles—we know of no better axles.

Streamline body—distinctive, stylish, classy, graceful, roomy.

Dry plate clutch \$2,000 cars use the same type. Vanadium steel cantilever springs—easiest riding type of spring suspension.

Mark how it saves in upkeep cost

Saxon Roadster offers the relief you seek from operative over-tax. It costs less to run than any other. In test after test—under hardest handicaps—it has held expense down to one-fourth cent per mile per passenger—30 miles to the gallon of gasoline—100 to 150 miles on a pint of oil—3,500 to 5,000 miles on a set of tires.

Women favor Saxon Roadster because it's easy-riding and easy-driving. Men are won by its sturdy ruggedness—its power—its speed—its ability to carry them anywhere any car can go—and many places where heavy cars can't.

Let us show you what Saxon Roadster can do for you.

Name with a meaning
RECORD AUTO CO.
631-35 Mass. Ave. Call Main 23